

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1 — 9 (canceled)

10. (currently amended) A method for controlling a fuel pressure in a fuel supply device of a combustion engine having a regulator valve, comprising:

determining a desired fuel pressure value;

determining an actual fuel pressure value; and

determining an actuating signal as a function of the desired fuel pressure value and a variable if the variable falls ~~below~~above a specified threshold value, where the variable is selected from the group consisting of: a dynamics of a flow of the fuel through the regulator valve, a variation in a fuel flow rate and a variation in the fuel pressure.

11. (canceled)

12. (currently amended) A method for controlling a fuel pressure in a fuel supply device of an internal combustion engine, wherein the supply device has a fuel pump that pumps a fuel into a fuel accumulator that supplies injection valves with the fuel and that is connected to a regulator valve that adjusts the fuel pressure as a function of an actuating signal comprising:

determining a desired fuel pressure value;

determining an actual fuel pressure value; and

determining an actuating signal as a function of the desired fuel pressure value and a variable if the variable falls ~~below~~above a specified threshold value, where the variable is selected from the group consisting of: a variation in a fuel flow rate and a variation in the fuel pressure.

13. (previously presented) The method according to Claim 12, wherein the regulator valve is an electromagnetic regulator and that an energization of the electromagnetic regulator is influenced by the actuating signal.

14. (previously presented) The method according to Claim 12, wherein if the flow rate increases an energization of the electromagnetic regulator is decreased and if the flow rate falls the energization is increased.

15. (previously presented) The method according to Claim 13, wherein that if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.

16. (previously presented) The method according to Claim 14, wherein that if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.